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CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Peenemuende Airfield

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EVALUATION                      PLACE OBTAINED                      25X1DATE OF CONTENT                     DATE OBTAINED                      DATE PREPARED 5 February 1954REFERENCES                     PAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                     

This is UNEVALUATED Information

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The following observations were made at Peenemuende airfield between 28 December 1953 and 15 January 1954:

28 December. During the morning, there was a 2/10 overcast, during the afternoon it increased to 10/10. Visibility was limited to about 3 km. A Po-2 took off at 8:30 a.m. Flights were made by MiG-15 or U-MiG-15s after 9 a.m.

29 December. No air activity was observed. There was a closed ceiling and moderate visibility.

4 January. No aircraft were observed aloft. There was a closed ceiling, snow storm, and high water.

5 January. During the morning, a Li-2 landed at the field.

6 January. The Li-2 again took off about 10 a.m. The sky was 5/10 overcast and visibility was good.

7 and 8 January. There was no air activity. There was a closed cloud base and poor visibility.

9 January. At 4:30 p.m., a Li-2 landed at the field while the runway lights were switched on.

10 January. The Li-2 was observed parked at the runway. No flights were made. There was a 2/10 overcast, a northerly wind, and good visibility.

11 January. The Li-2 took off around 11:30 a.m. There was a closed ceiling. No additional air activity was observed throughout the day.

12 to 14 January. No air activity was conducted. There was a closed cloud base, but good visibility.

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15 January. At 1 p.m., a Li-2<sup>\*</sup> landed at the field and was parked there.

 Comment. Peenemuende airfield is believed to be still occupied by a naval fighter regiment equipped with about 20 MiG-15s. It is unknown where the Li-2, a courier or mail aircraft came from.

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